

Come to Marlboro Country



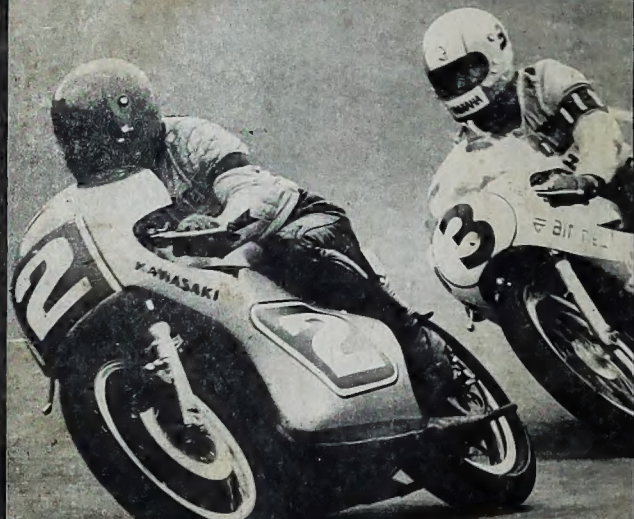
**Come to where
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1973 - MARLBORO IS NOW THE WORLD'S BEST LIKED, BIGGEST SELLING CIGARETTE

New Zealand **MOTORCYCLE NEWS**

NEW ZEALAND'S OWN MOTORCYCLE PUBLICATION / JANUARY 1974 / 25c

**MOLLOY, DISCOMBE chase WYLIE
for Marlboro series**



10,000 MILES ON A SUZUKI GT380J NEW KAWASAKI, YAMAHA, HARLEY DAVIDSON
MICK ANDREWS IN NEW ZEALAND.



New Zealand

VOL 1 No. 3

MOTORCYCLE NEWS

Fuel Crisis Prompts Competition Cuts

A reduction of at least 30 per cent in motor-cycle competition has been decided on by the New Zealand Auto Cycle Union - a voluntary measure prompted by the energy crisis which has engulfed most of the world.

The announcement was made by the president of the union (Mr Don Tomkins, of Auckland) after discussing with his executive officials the outcome of his talks with the Minister of Energy Resources, Mr W.W. Freer, in Wellington.

Generally speaking, there will be no more club events permitted until further notice. All permit and receipt books have been called in from the various district stewards and they will not be returned after auditing as would normally happen. Applications for club events will in future have to be made direct to the union and at least 60 days in advance of the proposed meeting.

There will be a few exceptions. Club meetings for which permits have already been issued will be allowed up to January 20. But no new permits are to be granted, even up to this date.

Applications made to the secretary of the ACU (Mrs Eileen Ace, of Wanganui) will be considered on their merits. Championship events will be permitted as usual. This includes the Pall Mall New Zealand road race series and the Pall Mall New Zealand moto-cross championships.

The Marlboro international road racing series, already well under way, and the island Gold Star scramble series will not be restricted, either.

The annual North-South scramble will not, as yet, be affected by the restrictions but no permits will be issued for the usual selection meetings.

"This is going to make it difficult

to raise revenue for the costs of the two teams", Mr Tomkins said. "It hasn't yet been discussed by the executive but if we can show a profit on the New Zealand moto-cross championship we might be able to contribute something towards the costs from this. We are advising the island selectors to use the qualifying rounds of the national event as their selection guidelines".

Mr Tomkins explained that by immediately cancelling all club events, an effective cut of 48 per cent would be obtained in relation to last season's activities. By allowing club meetings for which permits had been issued up to January 20, the reduction on the season's racing would be 38 per cent.

"That gives us a reasonable tolerance of eight per cent. We agreed in principle with the Minister to a reduction of 30 per cent".

Mr Tomkins said he is at present considering the possibility of permitting some club events, provided they were not advertised, there was no entry fee and pooled prize money or no prize money. "We might see our way clear to allowing this provided the public was not invited".

He explained that the worry was not the fuel consumed by competitors at motor-cycle meetings but rather the fuel



Motor cycle competition is affected and even small bikes won't get very far on one gallon of rationed petrol.

consumed by the spectators travelling to the meeting.

He made a special request for club members not to contact the union direct. All contact should be through club secretaries only. "We have been getting so many 'phone calls that we have been falling behind with our other work".

It was better to make the reductions voluntarily rather than wait for the Minister to issue instructions from Wellington. "I don't say I am happy with the situation but it is better to put up with some inconvenience rather than take the dog-in-the-manger attitude and end up with nothing", Mr Tomkins said.

Reductions in speedway competition are already taking place. Mr Tomkins, the manager of the Speedway Control Board (Mr Alan McLaren), the speedway promoter's representative (Mr Tony Nesbitt) and other promoters with a considerable amount of money invested in overseas attractions, held talks with Mr Freer in Wellington on the future of short circuit racing.

The outcome was, in effect, the reduction in all speedway and stockcar racing of about 25 per cent. Most speedways have been reducing their activities in recent weeks and will all end their seasons in February instead of March. Some are reducing their meetings by one a month and others are running shorter programmes.

Mr Nesbitt, who is also the promoter president of the Christchurch Speedway Association, has already cancelled the annual North Island v. South Island solo bike fixture.

"The Minister painted a very black picture", he said. "However, he was very fair and straight with us and is

Continued on page 3

WYLIE WELL AHEAD IN MARLBORO SERIES AFTER PUKEKOHE

Following the results of the second round of the Marlboro Classic series Dale Wylie seems set to take the title virtually unopposed.

Wylie, riding magnificently, won both heats of the second round run at Pukekohe on December 29/1973, to take his points tally to 36.

This means that any other rider wishing to wrest the title from Wylie's grasp has to win at least one of the remaining rounds. Barring accidents or breakdowns Wylie appears unlikely to let this happen.

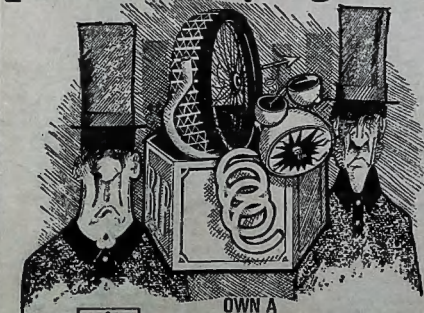
The riders within touching distance of Wylie are Trevor Discombe, Ginger Molloy, Keith Turner and Ron Grant. After Pukekohe Discombe is on 26 points, Molloy 18, Turner 14 and Grant 13.

TRAGIC LOSS OF CAL RAYBORN

Tragedy struck at Pukekohe when visiting American road racer Cal Rayborn crashed his borrowed Suzuki 500 into a wooden barrier at close to 120mph and sustained fatal injuries.

Rayborn, who didn't intend racing at Pukekohe, was riding the ex-Geoff Perry Suzuki 500. He started the race in pole position and was lying fifth, on the second lap, when he died.

Is your machine part of a dying race?



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Wellington Motor Cycle Centre

BOND STREET, WELLINGTON

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EDITORIAL

The fuel crisis which threatens to bring world transport to a standstill should not be ignored by motor-cyclists. Their consumption is not great in relation to those who use other forms of road transport but they should in their own small way, be doing as much as possible to reduce this even further.

Any rider indulging in burn-ups down the highway and dragging down the traffic lights should incur not only the wrath of motorists but of all fair minded motor-cyclists. Now is the time to show that motor-cyclists are responsible people.

The effect the fuel shortage is having on New Zealand is considerably more serious than it appears to be on the surface. The Government is obviously treating the problem with the "soft-pedal" and hoping that the Arabs and Israelis will settle their differences in the near future.

Unfortunately, the history of the conflicts between these two factions indicates that an early settlement is most unlikely. What is most probable is that the Arab reaction will exert more pressure on western countries by reducing the oil supply even further.

But even if the full oil quota was restored today, it would be many months - possibly even years - before things got back to normal. One thing is certain, the price of petrol and oil will never again be as low as it is now.

As a result of economic machine motor-cycling more attractive to John Gibbins. Motor-cycle dealers are reporting greatly increased sales of machines since the first signs of the fuel shortage hit this country. The former

double world speedway champion, Ronnie Moore, who has a retail outlet in Christchurch, has been overwhelmed by the demand for bikes. Others are just as busy.

And the people who are buying them are, generally speaking, people who would not normally have any interest in two-wheeled transport. They stroll into a shop, ask a few questions and then ask for their chosen model to be delivered without so much as even throwing a leg across it. Farmers, too, are very much aware of the savings they can make by using motor-cycle and they have formed a sizeable percentage of the new bike buyers in recent years.

Clearly, the future for motor-cycling has never looked more prosperous.

However, if the situation deteriorates, not even motor-cyclists will be exempt from rationing. How far could you go on one gallon of fuel a week?

Reliable sources indicate that the Government should already have introduced rationing. One of the reasons put forward for not doing so is because of the Commonwealth Games, to be held in Christchurch later this month.

It wants to leave international visitors with a favourable impression of our country.

This is not unreasonable but worth out for severe restrictions immediately afterwards. Rationing, if it comes, will take effect overnight without notice. It might be something we will have to live with for quite some time.

Rod Dew Editor

up to him. I, personally, have always worn a helmet but now that I am compelled to do so I feel like a laggard. An intensive campaign of education would have been far more acceptable.

P.W. OWEN,

Christchurch.

Sir,

Congratulations on your editorial regarding the silencing of moto-cross machines. I have been a keen follower of scrambles and moto-cross sport for a great many years but I must confess that I do not enjoy meetings as I used to. The noise of those two-stroke is most unpleasant. If the clubs don't agree to some form of silencing at the next ACU conference then I, for one, will be missing from the spectator ranks in future.

R.T.M. BLACK,

Auckland.

Sir,

On November 24, a race-instruction meeting was held at Levin racetrack. It was organised by the Victoria University M/C Club, and featured two top class riders, who gave instruction. In fact, with about 50 people participating, instruction allowed a brief dos-and-don'ts rap with the instructor, then learning the track in groups of five.

This occupied the morning, and races were organised in the afternoon. At this meeting a large number of rank amateurs (myself included) gained a brief taste of racing, and the correct way to go about it. In the actual races fields were kept small, and start-lines staggered, to keep down bunting at the start. Everyone I spoke to was learning something, and I see this as the healthy way of keeping "racing impulses" off the road. Could I commend the Victoria University M/C Club on this event, and also suggest it to other clubs as a means of safely introducing beginners to road racing.

Yours faithfully,

A.J.S. (Nom de plume)

Wellington

LETTERS

LETTER TO THE EDITOR

SAFETY HELMETS

Sir,

If we are now expected to wear safety helmets at all times, something should be done to reduce the price of them. I recently went into a motor-cycle shop and inquired what the cost of the best safety helmet available was. I did this on the assumption that only the best was good enough. Imagine my horror when I was told that the best fibre-glass "bone dome" retailed for something in the vicinity of \$70. My poor old motor-cycle is not worth much more than this.

(The safety helmet you refer to was obviously imported and suffered from customs duty as well as sales tax. There are numerous helmets made in New Zealand which are very satisfactory and retail at about a third the price mentioned.

There is one thing to watch for however. Always make sure that any helmet you buy has inside the New Zealand Standards Association's certification mark or the approved overseas equivalent.

There are three classes of helmet approved. The light-weight models having the lowest test standard contain the number 1215.

The high quality motor-cycle helmets which can also be used for racing contain the number 1214 and the helmets approved for car racing and also for motor-cycle racing contain the number 1884 - Editor)

Sir,

I wish to belatedly protest against the Government's decision to make safety helmets compulsory for all motor-cyclists at all speeds. These helmets are certainly very necessary but I object to having the freedom of choice taken away from me. There are already too many rules and regulations in this life.

A motor-cyclist endangers nobody but himself if he rides without a helmet. If he wants to kill himself, that should be

his

business.

Yours faithfully,

A.J.S. (Nom de plume)

Wellington

NZ M/C Calendar

- January
 - 6 Third round of the \$10,000 Marlboro international road race series in conjunction with Wellington Grand Prix, Hutt Valley, third round of South Island Gold Star scramble series (all classes), Invercargill.
 - 12 South Pacific Open Grand Prix at Pukekohe, Auckland.
 - 13 Fourth and final round of \$10,000 Marlboro international road series at Ruapuna, Canterbury.
 - 20 Zone three qualifying round of New Zealand Pall Mall moto-cross championships, North Taranaki; New Zealand Airfield Championships (Pall Mall and NZ championships points at stake) at Wigram; 1st Annual Region Enduro.
 - 27 Zone four qualifying round of New Zealand Pall Mall moto-cross championships, Otago; New Zealand Pall Mall racing championship meeting, Teretonga.

- February
 - 7 New Zealand Pall Mall road racing championship meeting, Timaru.
 - 10 North Island final of New Zealand Pall Mall moto-cross championship, Hamilton.
 - 23 South Island Gold Star scramble meeting, Dunedin.

Note: . . . The above calendar is incomplete. Clubs wishing their events to be included in it in future should notify the Editor, P.O. Box 1343, Wellington, in writing.

WARE NZ's LONGEST TRIAL

Christchurch rider Paul Ware (TS185 Suzuki) won last month's New Zealand stock reliability trial, losing only 19 points in three days of riding during which more than 700 miles were covered.

Ware, who had competed on only one major trial previously, finished with two fewer penalty points than

Sir

I am writing to you to see if you can help me with regards to photos taken at the Napier Motor Racing Club's 6th Onekawa G.P. at Labour Weekend.

I am making a book of clippings and photos of race meetings my husband has been in and so far I have not managed to obtain any shots taken at Napier.

Hoping you can help me. I enjoy your Motorcycle News very much.

Thanks, Name and address supplied.

Any readers wanting photos should contact NZMCA at P.O. Box 983 Wellington and we will notify the photographer concerned. Ed.

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the runner-up, Robert Elder (X1250 Honda). Elder started the trial in great style by losing only two points on the first day and leading overnight. Elder was the winner of the class. A competition (the overall winner did not qualify for class placings) and leading trials rider, Ken Hosking (Christchurch), riding a 175 Yamaha, won the B class for slower machines.

One of the three women riders, Mrs. Ruth Sibley (TS 185 Suzuki) tied for third place in the B class after getting lost on the first day.

The first day of the trial featured an arduous back roads section from Hamner to Nelson. On the second day, the field travelled to French Pass in the Marlborough Sounds and back to Nelson. On the final day the field of 75 returned to Christchurch via the Shenandoah Valley and the Lewis Pass.

The following results have not been confirmed by the organising body, the Pioneer Motor-cycle Club.

Results:
Overall - Paul Ware 19 points lost, 1.

Class "A" - Robert Elder 21, 1
Peter Chapple 26, 2
Maurice Wear 26, 3

Class "B" - Ken Hosking 32, 1
Evan & Shona 35, 2
Norriss 56, 3 equal
Ruth Sibley 56, 3 equal
Bill Hird 56, 3 equal

Teams - P. Ware, R. Elder, K. Hosking 1
R. Robinson, W. Pettigrew, W. Yardley 2.

E. Wood, M. Dawber, R. Sibley 3

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Romantic roadster Wins Shell 500



John Welsford, of Auckland, with the Yamaha TX750 he rode to victory in the Shell 500.

By Fred Engel

John Welsford, 24-year-old individual winner of the Shell 500 reliability time trial, which started in Auckland on Saturday, December 1 and finished there the following morning, pulled his Yamaha TX750 to the side of a country road and picked a huge bunch of flowers just before tea-time on the Saturday.

"I thought my wife would be at the dinner stop ahead, and the great feeling I was experiencing as I toiled into a beautiful sunset made me kind of romantic."

John's wife wasn't there, so the lady behind the dinner counter scolded the dinner. Fair-enough too, said John — the dinner, like the rest of the trial, was magnificent.

The romantic mood departed John and most of the other 200 entrants began to really set in. But everyone enjoyed themselves immensely.

A salesman for W. White (Auckland) Ltd., John Welsford rode a company-supplied machine which had been very well prepared and was well-equipped with Maxx Manufacturing windscreen and Cibie 55 watt spotlights. Whites, Spears Speed Shop and Levi's jointly sponsored the Yamaha four-stroke team, which included the TX750, a TX650 and a TX500.

John describes the bike he rode as ideal for long-distance trials and touring, and though admitting to some persistent soreness in the seat, he blames this on his own lack of fitness and work-up for the event, rather than the suspension

or seating of the machine.

With only 67.5 points lost, John was a good way ahead of the runner-up. He credits his success to following the instructions to the letter, ignoring what other riders were doing, and having the same unconventional sense of humour as trial organiser Ken Allport, president of the Auckland Motorcycle Club.

John has won trials before, including the 1971 Triumph Trophy two-day event, and he rode in the Shell 500 the same year.

As captain of the Auckland club last year, he had the task of organising the club's road trials, so he knows all about how instructions are prepared and courses laid out.

A motorcyclist since he was 16, he is recognised as a quicker than average production road racer on his Yamaha RD 350. He also gained valuable experience on the big 750 by running in the first demonstration model, and also the same machine he used in this year's Shell 500.

One of the problems in organising an overnight trial, says John, is getting enough interest in the course to keep

have to be postponed.

Four meetings were planned in New Zealand by four times world solo champions Ivan Mauger and Barry Briggs, who have formed a private company in Britain to promote the series on a world-wide basis.

However, three of the riders who were to have participated in the series are coming away. They include the two brilliant Polish riders, Zenon Plech and Zbigniew Filipiak, and none other than that great Swedish rider, Ove Fundin, winner of the world championship a record five times. Plech was third in the last world championship and Filipiak is the reigning Polish junior champion.

It is expected that the three overseas riders will race in a series of meetings with New Zealand's "Big Three" — Ivan Mauger, Barry Briggs and Ronnie Moore.

riders awake during the night riding and early morning hours. "This course had plenty of interest, but I still dozed off once and came to grief as a result."

"It was about 4 o'clock on Sunday morning, with a grey dawn and rain. Despite my excellent lighting and the very useful windscreen, I lost it on a gravel corner, hit a bank and bounced into a ditch on the other side of the road."

"I collected a wrenched shoulder and had to hammer the gear shift straight, but I lost only a couple of minutes."

"And I didn't fall asleep again."

The two Cibie spots, with the big standard headlight, were a great help in the dark, giving clear visibility of up to 300 yards. And the traffic-type windscreen meant that John could ride without goggles except in dust.

To prepare himself, John donned a pair of eight-year-old ex Transport Department riding boots, longjohns, string thermal underwear, racing leathers and a T-shirt over the top.

To the bike he fitted trials universal tyres, which proved perfect in the loose stuff and no hindrance on the tar-seal.

"Next year I intend to start preparing myself physically about two months ahead, with plenty of long rides and some jogging, to beat the chances of fatigue. It's not much good being able to keep a clear head when your body and limbs start letting you down."

"I did a lot of singing to keep amused

in the longer sections between instructions. At one stage I was motorcycling along crooning 'I'm forever blowing bubbles' when I came across Peter Butterworth in the bottom of a creek. He wasn't amused at my choice of song."

Mistakes? "A few, and all of them able to be rectified next time. I got totally lost once during the night. Two of us ended up in the deserted main street of Pukekohe and were pulled up by a policeman, who wanted to know who we were and what we were doing."

"I really didn't think I had won, although I felt I had done fairly well. I thought the guys were having me on when they told me the news."

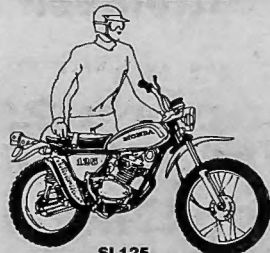
More news for John came later in the week, when he heard that his young sister, Mrs Lyn Connell had topped the women's section on her Honda 175. But that's another story.

Impressions? "Most riders seemed to go very slow over loose metal. This makes it hard to keep up average speeds, and I find that a quicker pace gives greater stability in these conditions. I guess many city-based riders don't get that much experience in the loose."

"One thing that really surprised me was how little gas the big bike used. I worked it out after the 500 miles and found I was getting 75 mpg."

John's prize for winning is \$150 plus accessory vouchers — "a most acceptable Christmas present, but the hardest-earned money I've ever had"

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Continued from page 1.

aware of the very considerable financial commitments we have as far as overseas competitors are concerned.

GOVERNMENT STATEMENT

The Minister of Energy Resources (Mr W.W. Freer) was about to make an official announcement on the reductions he expected from motor-cycle and speedway sport as New Zealand Motor Cycle News went to press. It was not expected that there would be any wide variation from the proposals outlined by the president of the New Zealand Auto Cycle Union (Mr Don Tomkins).

SPEEDWAY SERIES POSTPONED?

Plans for the launching in New Zealand next month of an international solo speedway series, similar to the world golf and tennis circuits, will probably

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MICK ANDREWS DAZZLES ON LIGHTNING TOUR

by Bob Northrop

If or when Mick Andrews decides to quit professional motorcycling, I wouldn't be surprised if he's keenly sought after as a Public Relations Officer for one of the big factories. On his recent lightning visit to New Zealand the 30-year-old Englishman impressed all who met him by his sincere helpful manner — and his undoubted mastery of the trials art.

Mick's skill in the feet-up game was enough to command respect from those enthusiasts lucky enough to see him in action, but if possible the man himself was even more deserving of respect. Those who didn't meet him may consider these sentiments rather too glowing, but those who did will know what I mean.

His visit to these shores was, indeed,

a public relations exercise. Everyone knows he is contracted to Yamaha and he obviously is required to promote the factory's bikes as part of his job. But it wasn't merely Yamaha machinery, and the TY 250 trials mount in particular, to which Mick's visit drew attention. The sport of observation trials itself, already on the brink of an unprecedented boom throughout the world, will certainly receive a healthy boost as a result. Of course, sales of the already popular TY 250 are expected to grow, too.

Another purpose of his visit was to promote safety in motorcycling. As Mick said in a television interview (throughout which he was referred to as "Mick Anderson" — typical), "The skills acquired through trials riding contribute to safe motorcycling generally. A trials rider learns to react quickly to a situation; he has increased awareness of what is around him and he has a firmer grasp of fundamental riding techniques such as balance and throttle control".

It seems incredible that he could accomplish so much in such a short visit. He arrived in Auckland on Friday evening, December 7. Immediately, he and his wife Jill (he calls her Liz) were whisked down to Hamilton for his first demonstration/riding over specially laid-out sections. Over 400 spectators and 66 riders turned up to see the maestro at Te Pahu, 12 miles west of Hamilton, then it was back to Auckland for a similar performance on Sunday.

Come Monday morning and a smaller band greeted Mick on a property in Whiteman's Valley, Upper Hutt, about 20 miles north of Wellington. To cap a hectic four days, the former European trials champion gave his only South Island performance in Christchurch on Tuesday 11 December. Next day he and Jill were on a flight to Adelaide, Australia.

In those four days Mick managed to inject some of his immense natural talent into the example-starved but keen trials riders of this country. The quick-to-learn showed improved style even during the course of a day — a sign that we can expect even better performances from our own top riders in future.

Mick's own style of riding — one favoured by most of the world's top trialists — involves a fair amount of physical effort; he literally man-handles his machine through a stage. This is not to say he disdains delicate throttle control or precise body management. On the contrary, he made it quite clear that these responses must be developed as

fully as possible. What it does mean is that he will lift his front wheel over an obstacle and use less throttle than others might. It was apparent during his visit that New Zealand riders tend to rely more on the throttle than on physical exertion, and consequently are less in control. This was one point which several riders were quick to pick up.

He emphasized that the rear wheel is the most important of the two and that the front wheel should be used to choose the best line for traction.

Choice of machine is a minor consideration if his demonstrations were anything to go by. In Hamilton he cleaned a section which no other rider was able to, aboard the Yamaha mini trials machine, the TY 80. In Wellington he went one better and took a Honda 70 trial through a particularly difficult rocky section, much to the astonishment of those who watched. Unfortunately, he forgot to turn on the petrol and came to an embarrassing stop half way through. Even champions make mistakes.

Mick constantly offered tit-bits of advice such as recommending tyre pressures of 8lbs p.s.i. for the front and 4lbs p.s.i. for the rear — under all conditions. Another piece of advice offered was that riders walk through every section before they tackle it, carefully note the conditions and, if necessary, dismount to deal with such things as an inconveniently-sited piece of loose rock (Shhh!).

He made the observation that "Australians and New Zealanders for some reason don't like going down" and also suggested that the machines should be adjusted so that they do not slide (thus conflicting with Sammy Miller's advice) for greater control, whereupon adjustments were hurriedly carried out. After repeated stallings many carburetors were restored to their original settings. Displays of his tremendous skill were usually followed by invitations to local riders to try and emulate his performances but Mick also pulled some solo stunts; such as the two attempts to power his Yamaha up and over a near-vertical 10' dirt bank in Wellington. He and the bike made it to the top OK — separately. No one else was to attempt the climb!

It's a pity that New Zealanders could only snatch what was virtually a glimpse of this world-class rider. What was seen and heard will be remembered, but more exciting was the stated distinct possibility of a longer stay, of perhaps 10 or 12 days, sometime next year. He'll certainly be welcome, as both friend and teacher.

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ROSS HORSBURGH UNCROWNED 'KING OF THE SOUTH'

REPORT: Rod Dew
PICTURES: Brian Hopping

Eighteen-year-old Ashburton rider Ross Horsburgh is the "King of the South" - at least as far as rough riding is concerned.

He earned the right to this unofficial title by scoring a maximum 60 points from three superb wins in the South Island semi-final of the Fall Mall New Zealand moto-cross championship on the very testing Ogg's Farm hillside circuit at Tai Tapu, near Christchurch, on December 2.

Horsburgh will now enter the New Zealand final at Palmerston North on March 3rd with an unbeaten record. He also won all three legs of the earlier qualifying round at Dunedin.

In the Tai Tapu final, he was in a class of his own, generally dictating the terms from the front and leaving his rivals struggling in the choking clouds of dust kicked up by the wheels of his 250 two-stroke Honda.

But there was one race in which the young rising star must have had a few anxious moments. In the final heat his engine stalled on the opening lap. There were unconfirmed suggestions that he had forgotten to turn his fuel tap on. He quickly kicked the engine back into life but not before Christchurch's former New Zealand open champion Robin Happer (400 C.Z.), and Ashburton's former Gold Star title-holder, Roger Austin (250 Honda), had flashed by.

Horsburgh gritted his teeth and set off again then through the flying dust and dirt. It took him just one lap to get past Austin but Happer was a rather different proposition. He was riding as if his life depended on it but four laps later he left the gap Horsburgh had been waiting for. He slipped through into the lead and was never again seriously challenged.

Happer managed to keep him in sight until the finish and Austin claimed third placing ahead of Christchurch's Larry Ross (250 Honda) and Graeme Stapleton (250 Kawasaki).

In the two earlier heats, Horsburgh led from start to finish. It was Ross who provided him with his strongest opposition in the opening race. He clung to the leader through the opening laps but in the end the pace proved too hot and he was forced to let a gap open up. Even so, he showed real promise to finish second.

Austin was third and Gary Norris (360 Yamaha) fourth, just heading off another former national champion, Dave Burns (250 Honda).

In the second heat, Austin, recently returned from a season racing speedway in Britain, filled second place and Ross dropped down to third. Stapleton, yet another rider with the right to call himself a former national scrambles champion, was fourth in one of his finest performances since returning from Britain.



Its all action as C grade rider W. Calder (Dunedin) loses his 250 Honda.



Ashburton's Ross Horsburgh (250 Honda) heads for victory after getting the better of early leader Robin Happer (400 C.Z.) in the final heat of the South Island final.

Speedway is Stapleton's big thing these days but there were glimpses of the old form which once made him New Zealand's top International scrambles rider.

The B grade final heats were all won in very convincing style by Gary Goodfellow (Dunedin) on a 250 Honda. He was much too good for the other competitors in this class and on occasions

was within 50yds of lapping the entire field. It was, perhaps, an indication that he should have been classified in the higher grade.

Nevertheless, the riders he finished ahead of were no slugs. Des Boyce (Blenheim), one of the South Island's outstanding rough riders a few years back, made a welcome return to top

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competition on a Swedish Husqvarna with a fifth and two seconds.

Robin Boyce (Blenheim), his younger brother who is the reigning South Island gold star 250 and overall champion, finished third overall in the class on his 250 CZ.

Gary Reid (Invercargill) on a 250 CZ and A. O'Sullivan (Blenheim) on a Kawasaki were the two top riders in the C grade. Reid won the first and third heats with a display of some promise but a fifth placing in the second race spoiled his effort. Overall honours went to O'Sullivan with two seconds and a third.

Another relative newcomer to show up well was R. Sproull (Queenstown) who scored a major surprise by winning the second heat on a much modified Suzuki 250 trail bike.

Christchurch's Andy Sintes (125 Suzuki) was in grand form in the 125 c.c. class, winning all three races. The meeting marked the first competitive appearance of the new 125 two-stroke Hondas and they did well. R. Carpenter (Christchurch) gained two seconds and a third on one of these to finish runner-up on aggregate.

TAI TAPU RESULTS

Results (all competitors from Christchurch unless otherwise stated), were:-

A grade (each heat 10 laps) -

First Heat:	
1st	R. Horsburgh (Ashburton) 250 Honda
2nd	L. Ross 250 Honda
3rd	R. Austin 250 Honda
4th	G. Norris 360 Yamaha
5th	D. Burns 250 Honda

Second Heat:

1st	Horsburgh
2nd	Austin
3rd	Ross
4th	G.J. Stapleton 250 Kawasaki
5th	Norris

Third Heat:

1st	Horsburgh
2nd	R. Happer 400 CZ
3rd	Austin
4th	Ross
5th	Stapleton

Aggregate A grade points:-

60	Horsburgh
55	Austin
54	Ross
49	Happer
48	Norris

B grade (all heats 10 laps):-

First Heat:	
1st	G. Goodfellow (Dunedin) 250 Honda
2nd	R. Boyce (Blenheim) 250 CZ
3rd	M. Matheson (Ashburton) Suzuki
4th	R. Hill (Invercargill) Yamaha
5th	D. Boyce (Blenheim) 250 Husqvarna

Second Heat:

1st	Goodfellow
2nd	D. Boyce
3rd	R. Boyce
4th	Hill
5th	B. France Suzuki

Third Heat:

1st	Goodfellow
2nd	D. Boyce
3rd	Matheson
4th	Hill
5th	K. Kilgour (Blenheim) Yamaha

RANDY TOPS AT FEILDING

by Russell Harris

A record crowd watched spectacular racing at the Beder-Feltex International moto-cross meeting organised by the Feilding Lions Club in conjunction with the Manawatu-Orion Motorcycle Club.

The venue was Mr C.M. Derner's property on Halcroft Hill, and the circuit was very fast and hilly, a real test of skill.

The MSD-Speirs open trophy race, for the Beder-Feltex Cup was the main event on the ten-race programme. It was a one man affair after the first few hundred yards. English International Randy took his production 360 Yamaha YZ to the front and was never in danger of being caught.

His brother, Rowley, held second position on a similar machine, but he was hard pressed by New Zealand international Ivan Miller. Riding a 125cc Suzuki, Miller was in brilliant form as he threw the small bike around the circuit, but at the end it was the greater power of the Yamaha that won the day.

At the end of the 12-lap race, Randy Owen was 120 yards ahead of Rowley with Miller a close third.

The only "Incident" came on the second lap when former New Zealand champion Peter Ploen fell from his 250 Kawasaki. The machine fell on top of him, but he was not hurt.

Randy Owen won five events from six starts, his only defeat being at the hands of the Hamilton rider, Ross McLaren who was also riding one of the new 360 Yamahas. McLaren and Alan Collison, of Tauranga, were the most successful of the New Zealand riders in the over 125cc events. The Manawatu champion, Morley Shirriffs, showed disappointing

form after his successes in recent weeks, and could only manage a third placing on his 250 Honda Elsinore during the day's racing.

Ivan Miller dominated the up to 125cc class, taking three wins from three starts on his little Suzuki. It was good to see veteran rider Tim Gibbs enjoying some success. Making a rare appearance in this class, Gibbs gave the Bullitaco "Pursang" Mk. 6 a most impressive debut to the New Zealand moto-cross scene, by taking three second placings behind Miller.

RESULTS:-

Up to 125cc
First Race:

1. Miller
2. T. Gibbs
3. G. Burgess

Second Race:

1. I. Miller
2. T. Gibbs
3. M. Boyle

Third Race:

1. I. Miller
2. T. Gibbs
3. G. Burgess

126 to 250cc -

First Race:

1. R. McLaren
2. Randy Owen
3. M. Shirriffs

Aggregate B grade points:-

60	Goodfellow
54	D. Boyce
52	R. Boyce
51	Hill
42	G. Munn (Greymouth)

C grade (10 laps):-

First Heat:	
1st	G. Reid (Invercargill) 250 CZ
2nd	A. O'Sullivan (Blenheim) Kawasaki
3rd	J. Young (Invercargill) Yamaha
4th	W. Calder (Dunedin) 250 Honda
5th	A. Crosbie (Invercargill) 250 Honda

Second Heat:

1st	R. Sproull (Queenstown) 250 Suzuki
2nd	O'Sullivan
3rd	Crosbie
4th	Young
5th	Reid

Third Heat:

1st	Reid
2nd	O'Sullivan
3rd	Sproull
4th	Calder
5th	Young

Aggregate C grade points:-

57	O'Sullivan
56	Reid
52	Sproull
51	Young
49	Crosbie and Calder

125 c.c. class (10 laps):-

First Heat:

1st	A. Sintes Suzuki
2nd	R. Carpenter Honda
3rd	G. Clarke
4th	G. Udy Suzuki
5th	R. Seyh Malco

Second Heat:

1st	Sintes Suzuki
2nd	Carpenter
3rd	Seyh
4th	Clarke
5th	L. van Dijk Suzuki

Third Heat:

1st	Sintes Suzuki
2nd	T. Frame
3rd	Carpenter
4th	Clark
5th	P. Newbold Suzuki

Aggregate points in 125c.c. class:-

60	Sintes
56	Carpenter
52	Clarke
49	Seyh
46	Frame

Second Race:

1. Randy Owen
2. R. McLaren
3. A. Collison

Third Race:

1. Randy Owen
2. A. Collison
3. R. McLaren

251 to 500cc

First Race:

1. Randy Owen
2. Rowley Owen
3. R. Dixon

Second Race:

1. Randy Owen
2. Rowley Owen
3. I. Miller

Beder-Feltex Cup

1. Randy Owen
2. Rowley Owen
3. I. Miller

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Round One to Wylie

If anyone had any doubts about the ability of New Zealand's top road racers to keep pace with those from overseas, those doubts were swept away at the Wanganui club's 'Round the Houses' meeting on Boxing Day.

In the two heats which formed the first round of the Marlboro classic series New Zealand riders, led by Dale Wylie, occupied five of the eight points earning positions.

Wylie was superb. In both 20-lap races he hit the front of the high-class field on the first lap and never even looked like losing his position. Riding his water-cooled Suzuki 500 twin like a man possessed, Wylie disposed of the Ron Grant Suzuki 750 threat early in the piece. The tricky (and in the first heat, slippery) Wanganui circuit favoured the more nimble machinery and Grant did well to bring his big, ex-Geoff Perry machine home third in the first heat.

The TZ350 Yamahas, figured strongly in the results. In the hands of Trevor Discombe, Ginger Molloy and Keith Turner, the smaller TZs from the Japanese factory almost overcame the disappointment of not seeing one of the TZ750's. In support on their TZs were Australians Mike Steele and Warren Wiling and our own John Boote (his machine recently bought from Australian Rob Hinton) and Jim Landrebe. The only other person to figure in the results was American Pat Hennan who gained a sixth and a fifth on his Suzuki 500.

After last minute withdrawals, acceptances and disappointments, nine overseas riders eventually lined up on the grids — and one watched from the sidelines. Scott Brelsford and his scheduled appearance on his bike on a ship at Auckland. It was said that Scott had been offered a Suzuki to race for the day but the bosses in the USA said "No".

Cal Rayborn, too, could not appear, having not yet arrived in the country. However, three Americans (Grant Hennan and Ralph Hedson who raced

the ex-Perry Suzuki 500), two Indonesians (Hendra and Sarito, both on water-cooled Suzuki 500s) and four Australians (Steele, Wiling, Murray, Seyle on a TZ350 and Dave Burgess on a Suzuki 500 water-cooled) did appear.

The New Zealand contingent numbered 16 for the first heat but the definition of a "racing machine" disqualified three from that heat and reduced the field by two for the second heat. Peter Leely, Joe Lett and Keith Tinney (a late substitute) were all disqualified for having "high" handlebars. Other New Zealand riders in the Marlboro heats not previously mentioned were John Woodley (TZ350 Yamaha) Gary Turner (TZ350 Yamaha), Stuart Avant (TR3 Yamaha) Gary Boote (Suzuki 500) Mike Sinclair (Suzuki 500) Brian Lawrence (TR2 Yamaha) and Kevin Wendt (TD2 Yamaha).

Molloy practised on both his TZ350 Yamaha and his Kawasaki 750 settling on the Kawasaki for heat one and the Yamaha for heat two. Tall John Woodley was busily investigating a seized motor in the confines of his van whilst everyone else was practising.

Cloudy skies and light drizzle greeted the 25 contestants as they lined up on the grid at the start of the first heat. Wylie and Grant immediately shot to the front at the drop of the green flag.

After a couple of sorting-out laps Wylie was increasing his lead as Grant dropped back to fifth. Between them Discombe, Molloy and Hennan jostled with the New Zealanders gradually drawing away from the American.

Behind them Keith Turner, John Boote, Hendra and Lett were in close company until Turner moved up to join Grant and Hennan, while Boote created room to breathe and a determined Joe Lett pushed ahead of Hendra.

As the race progressed Hendra dropped back, Lett's Suzuki started to go sour and with barely a lap to go he relinquished his place to Steele and dropped out.

Discombe and Molloy took turns in occupying second place and provided great excitement with their close dicing. Molloy usually led the Cambridge rider but coming into the start/finish straight

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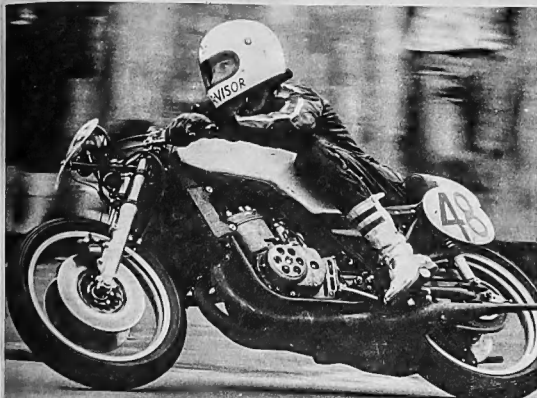
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for the final lap he bounced off the straw bales. Before he could get under way again he had been passed by Grant and Turner but in that one remaining lap he pulled in Turner to claim fourth.

By the end of the 20 laps Wylie had lapped several of the remaining tail-enders. The second heat contenders numbered four less. Apart from Healy and Tinney, Sinclair and Hendra were also missing. Lett borrowed Warren Willing's Suzuki 500 but was never in the running.

In a repeat of the first heat Wylie and Grant forged to the lead from the start. Wylie stayed in front though by a lesser margin, while Grant dropped right back.

Discombe and Molloy again fell in behind Wylie and battled for runner-up. This time Discombe kept ahead of Molloy during the middle stages but the veteran from Huntly managed to pass him and put Grant and Garry Turner (tapped) between them at the chequered flag.

A Top running Kiwi, Keith Turner leads Joe Lett, Garry Turner, Warren Willing, Jim Landrebe and Bruce Woodley through Cemetery Bend.

B Trevor Discombe, TZ350 Yamaha, took a second and a third at Wanganui.

C Tension rises on the grid for Stuart Avant and Marty Cropp. Avant was later to spill.

D Ron Grant, on the ex-Gleoff Perry 750 Suzuki, went well in the first leg but was not in it in the second.

E Without doubt the man of the day was Dale Wylie. He never looked like being beaten in both heats and had the water cooled Suzuki 500 twin going like a rocket.

F Avant takes a spill next to a likely looking pillow to cushion his fall.

G Bruce Woodley and mechanics work feverishly to repair a seized engine.

H Some of the overseas contingent at Cemetery Bend. Ralph Hudson (USA) leads Mike Steele, Dave Burgess and Warren Willing (Aust). Jim Landrebe is in close attendance.



Keith Turner and Pat Hennen showed similar form to the first heat by coming in fourth and fifth, after holding their places virtually from the start.

A race-long tussle between Steele, Avant and Willing resolved itself when Avant failed to appear at the beginning of the final lap. This left Steele more comfortably in sixth spot ahead of Willing at the flag.

Although they kept close to each other throughout the race Landrebe, Sayle and Woodley stayed in this order behind Willing for the latter half of the race.

With two wins each worth nine points, Wylie is clearly at the top of the Marlboro Trophy points table after one round. He's also \$800 richer.

Marlboro Series Points Standings After One Round

Wylie	18
Discombe	14
Molloy	12
Turner K.	9
Hennen	7
Grant	6
Steele	4
Boote J.	2
Willing	2
Landrebe	1

Results

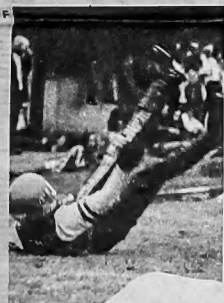
Heat One —

1. D. Wylie Suzuki 500
2. T. Discombe Yamaha TZ
3. R. Grant Suzuki 750
4. G. Molloy Yamaha TZ
5. K. Turner Yamaha TZ
6. P. Hennen Suzuki 500
7. J. Boote Yamaha TZ
8. M. Steele Yamaha TZ

Heat Two —

1. D. Wylie Suzuki 500
2. G. Molloy Yamaha TZ
3. T. Discombe Yamaha TZ
4. K. Turner Yamaha TZ
5. P. Hennen Suzuki 500
6. M. Steele Yamaha TZ
7. W. Willing Yamaha TZ
8. J. Landrebe Yamaha TZ

Full coverage of other events at the Wanganui "Round the Houses" meeting will be given in the next issue of New Zealand Motorcycle News.



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NEW KAWASAKI MOTO CROSSERS...

Kawasaki have launched themselves onto the expanding production moto-cross motorcycle market with a range of two-stroke machines developed by a truly international team. Designated the KX series it consists of a rotary disc-valve 125, piston-port 250 and piston-port 450. Sweden's Ole Pettersson and Torleif Hansen joined in the development of the machines as did Japanese Masaharu Takezawa and American number one moto-cross plate holder, Brad Lackey.

The lightweight KX 125 has a unique "Electro-Fusion" cylinder wall finishing process to minimise the risk of seizure. By conducting extremely high voltage through tungsten, molybdenum, carbon steel and other types of wires placed in the cylinder and exploding the wires there, fine particles of the wire fuse to the surface of the cylinder to create a very strong film coating and tiny reservoirs of oil to improve lubrication. The claimed result is better cooling and longer-lasting cylinders. Maximum horsepower of the 125 is claimed to be 22 hp

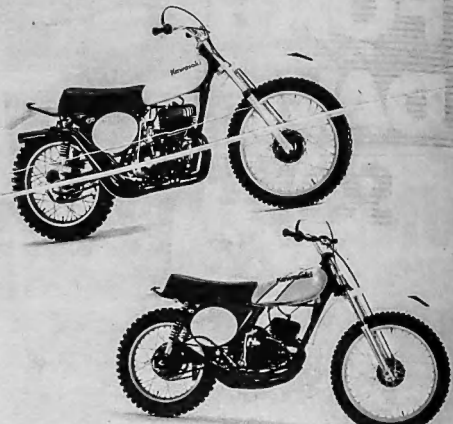
at 9,750 rpm. Maximum torque — 1.75 kg/m (12.7 ft/lbs) at 9,000 rpm.

The piston-port KX 250 and 450 models are both equipped with five-speed gearboxes while the 125 has an ultra-close-ratio six-speed unit. The 450 is said to produce massive torque from 2,000 rpm right up to the red line — maximum horsepower (38) is produced at 5,500 rpm; maximum torque of 5.1 kg/m (37.4 ft/lbs) comes in at 5,000 rpm.

The 250 is more peppy with its maximum 34 horsepower being delivered at 8,000 rpm and maximum torque (3.2 kg/m or 23.2 ft/lbs) at 7,500 rpm.

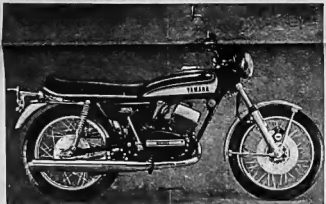
All three models have single down-tube frames of chrome-moly steel with the engines located in semi-floating mounts to minimise vibration. The 250 and 450 have "hammerhead-type" rear shocks while the 125 has the more conventional units. The larger models also have taper-roller bearings in the steering head assembly.

Dry weights are 178 lbs (KX125), 201 lbs (KX250) and 215 lbs (KX450).



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The latest production moto-cross racer from Yamaha fills the only gap left in the Yamaha moto-cross range. The MX 175A joins a family which now extends over all classes between 100cc and 500cc and includes a 125, 250 and 360 in between.

Like its brothers the MX 175A features a double-cradle, triangulated frame and 7-port "Torque Induction" motor. Thermal Flow 5-way adjustable rear shocks are employed as is CDI ignition. The 175 is the smallest in the range to incorporate this form of spark control; the MX 100A and 125A have flywheel ignition systems. Both maximum

power and maximum torque are developed at 8,500rpm.

The upstroke exhaust system passes under the fuel tank (which holds six litres) and seat to emerge on the left-hand side at the rear; thus it is well clear of both ground obstacles and the rider's legs.

Extensive use is made of light materials. Hubs and rims are of aluminium alloy as is the rear sprocket and the brake-shoe plates are die-cast from magnesium. The oil tank and mudguards are plastic. Net weight is given as 108kg.



New HARLEY'S for N.Z.

Next year will be a memorable one for Harley-Davidson enthusiasts. For the first time in many years, a range of these remarkable American machines will be imported to New Zealand.

In the past, only the odd one or two models have been seen on this country's roads. The New Zealand distributor, Tim Gibbes, has placed an indent order of five models for delivery in late February.

The smallest of the range will be the SX-125, a trail bike powered by an aluminium alloy two-stroke single with metered oil injection. Other features include a 12 volt alternator, solid state electronic five-speed transmission and adjustable rear shocks.

There will be two 350cc machines available. The SX-350 has a single cylinder four-stroke engine with electric start and five-speed gearbox. It is the largest trail bike made by Harley-Davidson, and has a double cradle frame, braced handlebars, 5-way adjustable rear shocks and block trail tyres. The SX-350 is a street version of the same bike.

Big bike lovers will be interested in the XL-1000 roadster, which has the legendary V-twin engine and electric start. A hydraulic front disc-brake is fitted, the rear shocks are fully adjustable and an all-new "security system" alarm is standard equipment.

Finally, there will be the magnificent new FXE-1200, the biggest capacity bike available in New Zealand.

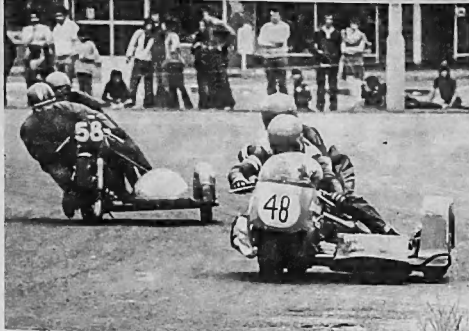
land. Again, the big four-stroke V-twin provides tremendous performance, and fade-free disc brakes are fitted to both front and rear wheels. The FXE-1200 is fully instrumented, has electric start, and the "security system" alarm.

Harley-Davidson has been making bikes for 70 years, and the experience gained in that time reflects in the new models. They will be popular with the enthusiast who wants a machine that is a little different from the popular Japanese make.

The name of Harley-Davidson is usually associated with the large capacity touring bikes, but the marque has enjoyed tremendous success on the track and in speed events.

In 1970, Cal Rayborn recorded a speed of 265.492 mph to set a new world speed record for motorcycles with a specially designed V-twin powered machine on the Bonneville Salt Flats. In 1971, Joe Smith became the first man to break the nine-second barrier in the standing ¼ mile, recording 8.97 seconds with a terminal velocity of over 166 mph.

Harley-Davidson won the coveted A.M.A. Manufacturer's Cup in the past racing season, while team rider Mark Bratford, in the 1973 A.M.A. grand national champion. Success on the track are not confined to the States however, as Cal Rayborn campaigned the European circuits to score three wins and three second placings.



riders. Then on the final lap Wylie tried too hard and dropped his Suzuki 350 triple. Fortunately little damage was sustained to bike or rider. This was sustained to a clear win from Woodley, Crook, Tinney and Bayliss. An uneventful 500cc race resulted in another win for Wylie with Tinney, Boote, Sinclair and L. Plummer (Kawasaki 500) filling the minor placings.

Sideways

The keenly-awaited duel between the Corbett/Forbes (Suzuki 750) and Skilton/Larsen (Norton 750) combinations resulted in a 2:1 victory to the southerners. First blood, however, was drawn by Skilton and Larsen as they rode impeccably to a win in their first race of the season. The big Suzuki outfit muffed its start but at the end of the five laps it was lying second and gaining on the Norton after having dived with the plucky 500cc Suzuki outfit piloted by Moller and Johnston — more Blenheim ites — for much of the race.

The second sidecar event promised to

be a real hum-dinger when Gordon Skilton powered the Norton to another early lead. But Stan Corbett had other ideas and a better start had him ready to pounce on Skilton after a couple of laps. Behind them Moller/Johnston and Masterton pair H. Gregory and S. Crosswell (Triumph 750B) fought for third with the honours again going to the Blenheim couple.

At one apiece the chase for top sidecar honours had to be decided with the 10-lap final sidecar event. Skilton and Larsen gave notice of their intentions when they made another rip-roaring start. Moller and Johnston were also in on the action and they stuck to the Norton outfit like a limpet for six laps until, under pressure from Corbett and Forbes, they drifted wide on a corner and let slip their grasp on second place. Stan Corbett does not let such chances go. He filled the vacant spot and set about catching the veteran Skilton. At the white flag Skilton was still in command but his authority was waning and on the last lap the red Suzuki slipped ahead and took the chequered flag. Moller and

Cont on Pg 15

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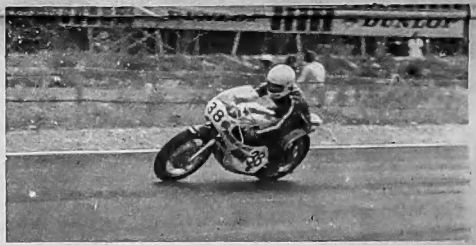
BIKES AT MANFELD

by Russell Harris

Motorcycles made their debut on the new Manfield Autocourse at Felldon on December 9, with two races being run in conjunction with the Rothmans international motor racing meeting.

There was a large entry for both racing and production machine classes, and practice indicated that both events would be closely contested. Breingan took fastest time, lapping the 2.865 kilometre circuit (1.78 miles) in 1 min. 25.8sec, which is an average speed of more than 74 miles an hour. Second fastest was Brian Lawrence with 1 min. 26.4sec,

with Australian visitor Warren Willing next at 1 min. 27.4 sec, a time that was equalled by Steve Maxwell on his 750cc Kawasaki production machine. All these times were to drop quite dramatically on race day, as riders became more accustomed to the circuit. In the production bike event of five laps, Bennett led away on the Combat-engined Norton Commando 750, but he was overhauled on the long back straight by the big Kawasakis of Maxwell and Lowe. They steadily pulled away from



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the rest of the field. By 35sec, with Bennett third, more than 10sec behind Lowe. Maxwell recorded the fastest lap of 1 min, 26sec, an improvement of nearly 1.55sec over his practice time!

The seven-lap race for open class machines kept the very large crowd on its toes from start to finish. From the push-start, it was that man Maxwell again, with Brian Lawrence on a 350 Yamaha TR2B alongside, and Willing close behind on Lawton and Boyle's 350 Suzuki.

By the end of the first lap, Maxwell had opened up a gap on the field, with Willing passing Lawrence and Bayliss (Yamaha TZ350) doing the same on the next lap.

One of the early casualties was Craig Halford. His big four-cylinder Honda slid out from underneath him on Higgins Hairpin, the track surface being very slippery at this stage of the day. Maxwell continued to hold his lead from the "races", but Bayliss slowly dropped back through the field.

While Maxwell and the Kawasaki dominated the race, a good duel developed between Lawrence and Willing. These two were never more than a few lengths apart. The last lap was the most dramatic of the race, with both Willing and Breingan getting past Lawrence, to take the minor placings behind Maxwell.

Bayliss set the fastest lap with a time of 1 min, 25.6sec, an average of fractionally more than 75mph.

Riders found the circuit to be very demanding, with the banked corners making for faster times. Oil spilt on the track made conditions almost treacherous for the open event, but most riders coped and incidents were few. There is little doubt that the Manfield Autocourse will be a very popular venue for motor cycle meetings in the future.

RESULTS:-

Production machines (5 laps)	
1. Maxwell 750 Kawasaki	7.25.4
2. Lowe 750 Kawasaki	7.29
3. Bennett 750 Norton	
Commando	7.39.4
4. Halford 750 Honda	
Four	7.45.7
5. Lett 750 Triumph	
Bonneville	7.49.8

Fastest laps: Maxwell 1:26

Open class (7 laps)

1. Maxwell 750 Kawasaki	10.27.4
2. Willing 350 Suzuki	10.27.8
3. Breingan 500 Suzuki	10.28.8
4. Lawrence 350 Yamaha	
TR2B	10.29.2
5. Lowe 750 Kawasaki	10.32.8

Fastest lap: Bayliss 1:25.6

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SUZUKI GT380 100ML.REPORT

RIDER REPORT BY MARK HOLMAN

In January last year I bought a new red Suzuki GT380J ram-air triple (my ninth bike). It has now run 10,000 miles. My impressions of the machine and a review of the costs of keeping it on the road for this mileage are contained in the following article.

Briefly, the 380 is a three-cylinder, two-stroke bike with ram-air cooling and a six-speed gear box. I had read plenty of road tests and was aware of comments about the poor front brake, lack of ground clearance, poor fuel economy, etc. But I have always been a two-stroke fan and a 30-mile ride on a second-hand example did the trick.

I put 600 miles on the bike in a few days as it was due to take my wife and I on a "grand tour" of the South Island. While a detailed description of that trip is too long, I would recommend something like this to every motorcyclist. We started at Pictou and went right round via Christchurch, Mount Cook, Dunedin, Milford Sound, Queenstown, Haast Pass and Nelson - 2,500 in 13 days.

We alternated between motels and cheap cabins and only needed a duffel bag plus a loaded carrier for the two of us. February seems a good time to go and Nelson was the only place we had any difficulty in getting accommodation. We did about 250 miles on gravel roads (including the incredible Skippers Gorge) which took hands off the wheel. The only machine trouble was when it suddenly started idling at 2,500 r.p.m. in Dunedin. Carburettor adjustment got this back to around 1,000 r.p.m. where it has stayed.

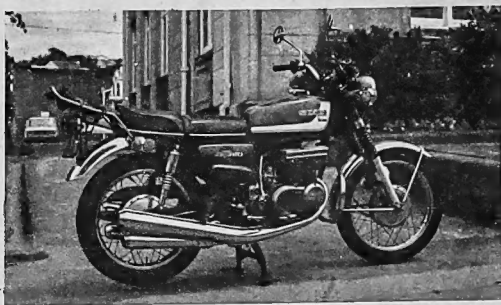
Incredibly, I got 74 miles from one gallon of slow work and the average worked out at 53 m.p.g., not bad two-up. One fault came to light. The passenger suffered from bad vibration over about 5,000 r.p.m. The cause is obvious. The piston pegs are mounted on the exhaust pipe bracket which is in turn secured to the seat was (and remains) supremely comfortable and there is no vibration to speak of through the rider's footrests, the tank or handlebars.

After the tour, the bike was used for local running with a few longer jaunts, including an ANZAC day trip of more than 380 miles, the most I've ever done in a day. I was a bit sore after that. At 4,500 miles I had the points and timing checked and a little later a new rear tyre was fitted. It had not worn very well and I collected a puncture so could see no reason in getting the wheel off more often than necessary, especially with the endless rear chain which made it a slow mucky job. It is heavy enough to stand the buffeting of Wellington winds.

The bike has only stayed in the garage on about eight days during the last five months and that has included climbing aboard on some pretty frosty mornings! Aside from the punctures, I had a new chain fitted at 8700 miles and a condenser came loose at 9750 miles. When that happened the bike would still hold 60 m.p.h. and a quick soldering job, plus setting the points and timing, had it as good as new.

My part has been confined to plug changes about every 1,500 miles (no plug troubles in between), gearbox oil changes and regular cleaning. As you can gather, I'm no mechanic but with a bike like this, I don't need to be.

Of course the 380 has faults. It does ground the centre stand - not so badly when solo but you have to watch it with a passenger. I have the rear springs on the fourth position and it's not bad but



you keep worrying about it grounding if you're forcing on and it spoils the fun. If I didn't get so many punctures, I'd take the centre stand off.

The front brake is generally good enough for my normal commuter run but not for harder work. The drum gets incredibly hot after a run down the Paekakariki Hill. The brake is all right, at least it doesn't lock up as on the three Yamahas I've had. The disc front brake of the GT380K should get over the stopping problems, anyway. The 'J' model can be converted to front disc for about \$180.

The bike still shines up well and the chrome has proved particularly good. Unfortunately, it has to sit out during the day and the top of the fuel tank and the headlight shell have faded. Red seems to be susceptible to such fading, although it's got no worse of recent months and is only noticeable in certain lights.

Besides the major advantages like smoothness, there are smaller plus points like neck-steady instrument readings, one-handed seat catch operation, two-bulb tail-light, spare fuse holder, etc. The overall impression is of a slightly bulky, attractive well-finished machine.

It's all a matter of deciding what you want a bike for. The 380 is fine for my sort of use, less so if all you want to do is blast down twisty mountain roads.

One blot on the horizon is the resale value. The bike retailed at \$1299 when I bought it (probably a bit overpriced then). But the current model (380K) has been reduced to \$1199 because of currency revaluation so it's sort of killed the second-hand price. It is tempting to the new bike buyer but a bit sad for present owners. I guess I'll relime the brakes, put on a good rear tyre and get set for the next 10,000 miles - the bike's ready for it.

As a matter of interest, running costs (aside from petrol, oil and registration)-have been:-

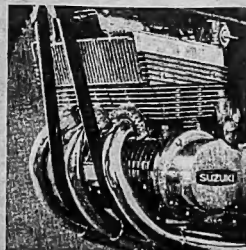
Insurance (AA Mutual)	\$33.40
p.a. (but they will only insure a bike if you've got a car covered with them)	
Spark plugs (21 @ 75c each)	\$15.96
1 rear tyre and tube	\$15.90
1 rear chain	\$ 9.95
Repair charges (including puncture repair, fitting chain and tune-up)	\$17.60

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DWIGHT SNR. RETAINS N.Z. SIDECAR TITLE

by Paul Owen

That talented 53-year-old veteran, Les Dwight snr (1000 cc Vincent), is still the top speedway sidecar racer in the country. He left no doubt about this with another grand win in the New Zealand sidecar championship on his home track at Templeton's Pall Mall Stadium.

With Graham Pullen performing the gymnastics on the outrigger, Dwight snr completely shattered the biggest and strongest field ever assembled for a sidecar meeting in this country. He raced off to two apparently effortless wins in the first two championship final heats before settling for fourth place in the last race and the one point needed for overall victory.

In doing so he became the first rider to ever win two New Zealand sidecar championships in succession. He and Pullen won the title for the first time last season at Hamilton's Mystery Creek track. On that occasion they were unbeaten.

"I would have liked to make it three in a row again this time but I am perfectly satisfied. I never really thought I had a chance", Dwight snr said afterwards. "It is beyond my wildest dreams".

One of the prizes at stake in the championship was an all-expenses-paid trip to Australia for the national sidecar championship at the Sydney Showgrounds on January 12. In a sense, it was fitting that Dwight snr should win this because it was through his efforts that it was obtained. But he didn't see it this way.

"I never dreamed it would be me who would win when I was arranging for the trip. I don't think I will go. I am too old for that sort of thing. The Aussies would blow me off on their home track", he said.



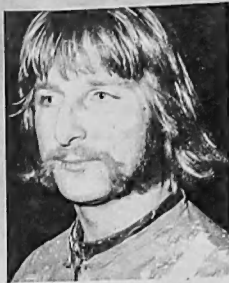
Dwight Snr — 53 and still the champ.

"You're going, all right", said Auckland's former national champion Dave Tomkins who overheard this statement. "That's what you told us before tonight's championship".

Dwight's opinion of his own ability is certainly not shared by those he defeated in the championship. Among the vanquished were three of Australia's leading sidecar combinations — Doug Tyerman (Geoff Henderson passenger), Gary Treloar (Rex Beadle, NZ) and Phil McCurtayne (Ken Fahy). In what could be considered the biggest surprise of the meeting, not one of them managed to qualify for the final three championship races.

Tyerman, the Australian test captain, was the only one who appeared likely to qualify but his motor faltered during the vital repechage qualifying heat and he missed out.

Dwight's biggest threat on the night came from Auckland's Bill Buckley



Pullen — NZ No. 1 sidecar passenger.

(passenger Lloyd Drake) and his son, Les Dwight jnr (passenger Gavin Cox), both on 1000cc Vincent-powered outfits. Buckley eventually finished second, one point behind the winner, and Dwight jnr took third place.

In the first of the championship heats proper, Dwight snr made a magnificent start but as he dived into the first bend, Tomkins was right with him. Unfortunately, the experienced Aucklander muffed his gear change, over-revved the engine of his supercharged Triumph and badly bent both exhaust valves. That put him on the sideline for the rest of the night.

Dwight snr went on for the easiest of wins in 85sec with Buckley winning a bruising battle for second place from Dwight jnr.

Dwight snr was even more convincing in the second heat. He led out of the first corner and relentlessly drew away from the rest of the field. This time

second-place honours went to the Ashburton combination of Ian Begbie (rider) and Bill Lee with Dwight jnr claiming third place. Buckley was fourth and this virtually destroyed his chances of winning the title.

The final heat was full of drama, Dwight snr only had to finish fourth or higher to retain the title but the tussle for second place was on in earnest. Buckley, Begbie and Dwight jnr were all level on four points.

The start was a hectic affair with everybody running into everybody else and the referee (Doug Shearer) wasn't satisfied. He switched on the red light slowing down just past the start-finish when Begbie's Triumph outfit spun round tossing rider and passenger Bill Lee onto the track. Begbie was able to get to his feet but Lee had to be taken from the track by ambulance with an injured knee.

Because the accident happened after the race had been stopped, Begbie was permitted to use a different passenger in the re-run. Wayne Turner, who had been riding with his brother, Brian, until mechanical problems forced them onto the sidelines, stepped into the breach.

Buckley showed his class in this with a win in 84sec, the fastest of the night, but Begbie finished hard on his heels to claim third place in the championship. Dwight jnr was third and Dwight snr fourth.

Final points were: L. Dwight snr and G. Pullen (Christchurch), 1000cc Vincent, 9 points, 1; W. Buckley and L. Drake (Auckland), 1000cc Vincent, 8, 2; I. Begbie and W. Lee (Ashburton), 650 Rickman Triumph, 7, 3; L. Dwight jnr and G. Cox (Christchurch), 1000cc Vincent, 6, 4; W. Turner and B. Turner (Christchurch), Triumph, T. Soffe and D. Allerton (Auckland), 750 Norton, 0, 5 equal.

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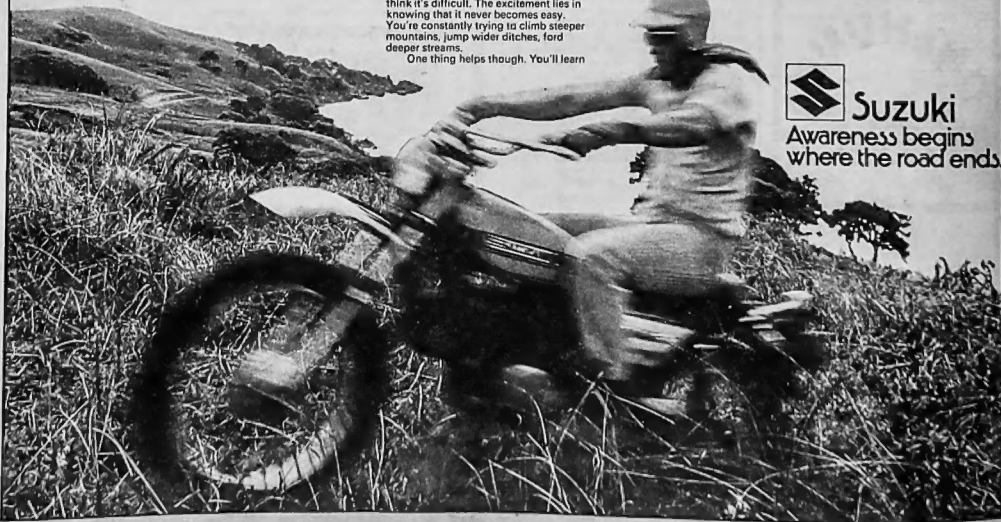
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Johnston had meanwhile dropped out and third place was handed to Gregory and Cresswell with locals D. Rohloff and P. Huntly (Triumph 650) fourth.

Production Classes

The main production event, held over 20 laps was notable mainly for the performance of Christchurch rider Ian Miles on an RD350 Yamaha. Miles, Collision on the very fast Kawasaki 750 and Lower Hutt's P. Fleming (Kawasaki 500) and D. Hiscok (Triumph 750B) made very rapid starts but within a few laps S. Maxwell (Kawasaki 750) and Wylie (Triumph 750B) had moved up to join the leading bunch.

Collision rode tigerishly and for more than half the race managed to keep Wylie behind him. He was eventually passed on the 13th lap but he continued to press hard and kept his second place with little difficulty.

Hiscok carried on the second lap and as the race progressed Miles and Fleming fell gradually back. Miles battled first with Eric Bone (Kawasaki 750) then G. Bennett (Norton 750) and then Wayne Coughlan until the Wellington Kawasaki 750 rider retired on the 10th lap. The order remained the same over the last eight laps with Wylie leading Collision, Maxwell, Bone, Bennett and Miles.

Wylie, Collision and Bone also carried away the first three placings of two other production races. The first was the opening event of the day in which Miles, who finished fourth, and Fleming (sixth) were the only non-750cc riders in the first ten home. The other was an over-350cc event in which Wylie and Collision opened up a handsome lead on Bone and Maxwell and Hiscok who made up a lot of ground after a poor start.

The 350cc production race was completely dominated by Wylie and Miles. Miles hit the front from the start on his RD350. Wylie had to work his way through the field on his Suzuki 350 but he caught the Yamaha rider with half the race to go.

PORIRUA GP RESULTS

Porirua GP

— Open racing class — 25 laps

1. S. Avant (Yamaha TR3 350)
2. J. Woodley (Yamaha TZ 350)
3. M. Spicilari (Suzuki TR500)
4. M. B. B. (Yamaha TZ 350)
5. M. Bayliss (Yamaha TZ 350)
6. D. Crook (Honda CR350)

Racing classes

Wetzel Enterprises — Open class

1. D. Wylie (Suzuki 500)
 2. S. Avant (Yamaha TR3)
 3. J. Woodley (Yamaha TZ 350)
- W. White (Wyn) Ltd — 125cc class**
1. D. Hiscok (Suzuki 125)
 2. S. Dundon (Suzuki 125)
 3. A. Burrell (Suzuki 125)

Wellington Motorcycle Centre — 250cc class

1. K. Wendt (Chat Yamaha)
2. S. Dundon (Suzuki)
3. W. Young (Honda)

Porirua Auto Tyre Services — 350cc class

1. S. Avant (Yamaha TR3)
2. J. Woodley (Yamaha TZ 350)
3. D. Crook (Honda CR350)

Control Ltd — 500cc class

1. D. Wylie (Suzuki 500)
2. K. Tinney (Suzuki 400)
3. G. Boote (Suzuki 500)

Production classes

Lawton and Boyle Ltd — open class — 20 laps

1. D. Wylie (Triumph 750B)
2. A. Collision (Kawasaki 750)
3. S. Maxwell (Kawasaki 750)
4. E. Bone (Kawasaki 750)
5. G. Bennett (Norton 750)
6. I. Miles (Yamaha 350)

Big "M" — Open class

1. D. Wylie (Triumph 750)
2. A. Collision (Kawasaki 750)
3. E. Bone (Kawasaki 750)

Warning Holman Ltd — 350cc class

1. D. Wylie (Suzuki 350)
2. I. Miles (Yamaha 350)
3. C. Crosby (Kawasaki 350)

Sawyer Motorcycle Centre — over 350cc class

1. D. Wylie (Triumph 750B)
2. A. Collision (Kawasaki 750)
3. E. Bone (Kawasaki 750)

Sidcar classes

Olympic Stationery

1. G. Skilton/R. Larsen (Norton 750)
2. F. Corbett/S. Forbes (Suzuki 750)
3. C. Moller/M. Johnston (Suzuki 500)

Honda Specialists

1. Corbett/Forbes
2. Skilton/Larsen
3. Moller/Johnston

Porirua District Licensing Trust

1. Corbett/Forbes
2. Skilton/Larsen
3. Gregory/Cresswell (Triumph 750B)

Safe Riding Film

Scanning a few feet of film on the safe riding of motorcycles is the Minister of Transport, Sir Basil Arthur.

The film, which is called "Safety Riding", is being held up for the Minister by Mr R. Coleman of Percy Coleman (Wholesale) Limited. Mr Coleman had just presented four copies to Sir Basil on behalf of Suzuki, who produced the film. The four copies were donated by Suzuki to the Ministry of Transport for use in its motorcycle riding education programme.

In accepting the film, Sir Basil said they were a most welcome contribution towards the road safety education programme and they would prove particularly useful with plans being formulated for a number of motorcycle riding schools.

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Sport gossip

KAWASAKI CENTRE

Wellington production road racer Wayne Coughlan and Christchurch's spinner wizard Paul McLachlan have opened up a new motorcycle shop in the Capital City. Wayne has in the past raced in production events, latterly on a mean Kawasaki 750, but he is now foregoing this side of the sport to concentrate on sidcar racing — at least in the meantime. His outfit is also powered by a Kawasaki 750 mill.

Paul is well-known as the builder and rider of the interesting Kawasaki 350 triple-cylinder, water-cooled racer (number 89) and has left his small tuning shop in Christchurch in favour of this new venture.

Being so involved with Kawasaki it was only natural that their shop would specialise in that make. The name of the shop is the Kawasaki Centre and it can be found in Ellice Street, just around the corner from Kent Terrace.

GOLD STAR DATES

Two rounds of the South Island Gold Star scramble championships, at Nelson and at Blenheim, have already been held. There will probably be five other meetings.

Those already approved are on January 6 at Invercargill, February 23 at Dunedin and March 3 at Tai Tapu (Christchurch). Another is to be organised by the New Brighton club at a time and place yet to be decided and there is also the possibility of a Timaru meeting being held.

\$1000 at stake

A total of \$1000 will be at stake in prize money in the Auckland Motorcycle Club's second South Pacific Open Grand Prix to be held at Pukekohe on January 12 in conjunction with an international car race meeting. It will be decided over two races of 12 laps each. The circuit of 1.75 miles will have modified chicanes.

First prize in the first race is \$125. The winner of the second race will receive \$50 more. The runner-up on each occasion will receive \$100 with prize money going down to ninth place. Lap money will also be paid for the leaders of the second race.

NZ 350 T.T.

The New Zealand 350cc Tourist Trophy road race will probably be held in conjunction with the Auckland provincial 250cc championship at Pukekohe on March 16. Both races will carry Pall Mall and New Zealand championship points.

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SUZUKI TR500

Ex Bretherton, Ellis. 34mm. carbs, fantanna, mig etc., good sucker tyres, plenty of spares. \$2,150 or 1/3 deposit.

KAWASAKI FB1M

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SUZUKI TM400K

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YAMAHA ZT 350

Front Brake assembly. Ring Steve Unkovich c/- Jim Boyd Motors Ltd.

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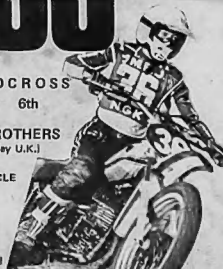
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